

Feb. 28.

March 1.

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LAST VESSEL OF HERRING FLEET.

SCH. MAXINE ELLIOTT HAS CAR-
GO OF FROZEN HERRING AND
SALT COD.

When fresh fish are high, one can generally look for sch. Ingomar to strike in here with a good fare. This morning is no exception, for Capt. Horace Wilde came along with her at just the right time to get the advantage of the highest market for several weeks. He hauls for 70,000 pounds, mostly haddock, so there will be a nice dollar in the trip for owners and crew also.

Sch. Maxine Elliott got in late yesterday afternoon. She comes from Rose Blanche, on the south Newfoundland treaty coast and has salt cod and frozen herring. Incidentally she is the last of the winter herring fleet to arrive, excepting those which are frozen in, and her arrival practically closes the book on the herring season.

Sch. Grayling is here from Portland with 30,000 pounds of salt cod on board, she having been on a Georges handline codfishing trip and landed 3000 pounds of halibut at the Maine port yesterday. The story of her collision with and the sinking of sch. Sylvia M. Nunan will be found in another column.

This noon the Georges handliner Hattie A. Heckman arrived with a small catch.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Ingomar, Georges, 70,000 lbs. fresh fish.

Sch. Grayling, Georges handlining, via Portland, 30,000 lbs. salt cod, landed 3000 lbs. halibut at Portland.

Sch. Maxine Elliott, Rose Blanche, N. F., 285,000 lbs. salt cod, 250 bbls. frozen herring, 70 bbls. pickled herring.

Sch. Hattie A. Heckman, Georges handlining, 6000 lbs. salt cod, 3500 lbs. halibut.

Sch. Benjamin A. Smith, Georges, haddocking, 90,000 lbs. fresh fish.

Sch. Lizzie M. Stanley, Georges, haddocking.

Vessels Sailed.

Sch. J. J. Flaherty, salt Bank trawling.

Sch. Massachusetts, salt Bank trawling.

Sch. Essex, Boston.

Sch. Titania, Georges.

Sch. Frances P. Mesquita, haddocking.

Sch. Maud F. Silva, haddocking.

Sch. Effie M. Prior, haddocking.

Sch. Moaniam, haddocking.

Sch. Etta Mildred, Georges.

Today's Fish Market.

Bay of Islands salt herring, \$4.12 1-2 per bbl., Bonne Bay salt herring, \$3.62 1-2 per bbl., pickled herring, \$5 per bbl.

Eastern deck handline salt cod, \$5.55 per cwt. for large; \$5 for mediums and \$5 for snappers.

Bank halibut, 9c lb. for white, 7c for gray, with heads off.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$2 per cwt.

Salt hake, \$2 per cwt.

Salt pollock, \$2 per cwt.

Splitting prices for fresh fish:

Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.

Cusk, large, \$1.75 per cwt.; medium, \$1.30; snappers 50c.

Haddock, \$1.30 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.30 per cwt.; round pollock, \$1.20 per cwt.

Georges handline salt cod, \$5.75 for large and \$5.50 for medium.

March 1.

Good Haddock Stock.

Schs. Onato, Capt. Henry Larkin, and Valerie, Capt. Albert Larkin, which arrived at Boston yesterday, made remarkably good haddock trips. The former stocked \$2437, the crew sharing \$67 each, and the latter \$2400, while her crew shared \$65. They were absent but 10 days. The captains are brothers and among the top-notchers of the business.

Fitting for Spring Trips.

Sch. Eglantine is fitting for Georges handlining under command of Capt. Percy Firth.

Sch. Avalon is fitting for halibuting under command of Capt. William Doyle.

and untold millions of dollars, and can employment and opportunity beyond estimate.

THE RESCUE OF THE SCH. CAVALIER.

How the Wreck Appeared
to One of the Crew of
Androscoggin.

Fred O. Probert of Lynn, one of the crew of the revenue cutter Androscoggin, in writing home to his parents, thus describes the picking up and towing in the disabled sch. Cavalier of this port:

Well, here you are for news: At 1:30 o'clock, this afternoon the lookout reported a ship in distress off our port bow two points. Two hours later we beheld a sight I shall never forget, a Gloucester fisherman, bowsprit and one of her masts gone and the other half gone, sailing along jury rigged and Old Glory upside down in the rigging.

"Sunday evening, 6.30. Just finished supper and went on deck to have a smoke and get the air. The fisherman is doing fine, and I think she rides the seas better than we do. She has been out four weeks, and has been missing from the banks for eight days. She has a crew of 18 men, having lost two overboard before we picked her up. It is good news mingled with bad news, but even so I'll wager there were some happy people in Gloucester when they got the news last night. We expect to talk with Boston wireless stations tonight after 8 o'clock. We can only send 250 miles, but can receive as far as any one else can send.

"I expect some inward bound steamer carried the news in yesterday. When we came alongside of her yesterday, the 'old man' hailed the 'Cavalier,' asking him if he needed any help. It was only a matter of form. Her skipper said 'Yes, we want a tow.' 'Where to?' 'Gloucester,' was the answer, and then we got down to business. We sent over a messenger, which is a small line, a little larger than a clothes line. We then made a three-inch line fast to it, and the fishermen hauled it over. Next came our 10-inch hawser fast to the three-inch line, and they made fast to the stump of their mainmast running the hawser through her forward hawser pipe. Then the parcelling or chafing gear to save the wear of the line in the hawser-pipe.

"You ought to have heard the canvas when they cut it up to bind the hawser. Ripping and tearing it made quite a noise. They were 120 fathoms astern of us, the length of our hawser.

Made 64 Knots in 22 Hours With Tow.

"A little after 4 p. m. Saturday we got underway with our prize and from 6 p. m. that night until 4 p. m. Sunday we made 64 knots. Not so bad considering the weather conditions.

"This wind has been blowing for 30 hours now and it ought to go down soon. After supper it freshened up and changed a little to the northwest, and we are now ducking and pitching ahead on the sea. Everybody is happy just the same. What is an old derelict compared to the lives of 18 men? A prize indeed!

"The fishermen are down to salt horse and fish while we hit the canned 'Willie' for supper tonight. Tomorrow salt fish for our dinners. Seagoing? Yes. We had a fairly good dinner today, roast beef, potatoes, string beans, pudding and coffee. I guess it was the last of our fresh meat.

"I was having a smoke on deck today after dinner holding on to the hand rail around the stack, when we took a big roll the water coming down our deck and washing it down for us. One sea swept over the launch and we never even got a spray. On watch yesterday morning I just stepped from under a ventilator when one came down and soaked my fireman. It was a dandy, I tell you. The crew are getting old again, as have only had one chance to shave since being out.

"I haven't forgotten that last Wednesday, the 16th, was my birthday, the first ever spent at sea. The 18th my coal heaver was 40, and Tuesday, the 21st, is the oiler's birthday, he being 32. Can you beat that? It don't happen very often that three men in a watch of four have birthdays within five days of each other.

"Monday the 20th. Everyone O. K. Just finished supper and feeling fine. Had a fine day until noon, when it started to snow, but it didn't affect our speed any until afternoon, when it got so thick we slowed down to three knots. It is heavy, wet snow, and the wind is on our starboard quarter, southeast, helping us along, as we are sailing northwest to Gloucester. Have been tearing off nine knots all day and if it hadn't snowed, we would have dropped our mudhook early tomorrow morning, but as it is now it will be tomorrow noon.

Passed the fishing banks at noon and quite a few fishermen on the horizon. We stopped at 7 this morning, lowered the boat, and got the names of the two lost men and sent them along to Boston. The boat brought back four chicken halibut, weighing 25, 30, 42 and 46 pounds each. The general mess ate two largest, amounting to 88 pounds, for dinner, and it all disappeared at one meal. Believe me, that was going some, 88 pounds for 42 men.

March 1.

BROKE PASSAGE THROUGH ICE.

SPARMAKER BARNES SLIPPED
FROM LOG AT UNION SPAR
COMPANY'S DOCK.

St. Clair Barnes, an employee of the Union Spar company, had an exiting time this forenoon, slipping off a log in the water in the rear of the company's building on Rogers street.

Mr. Barnes was walking along the raft of logs and without any warning, suddenly went overboard, and was left to flounder about in the icy waters. Being a good swimmer, he decided to make some landing, inasmuch as he was in position where aid could not immediately reach him.

The ice in the dock made matters more difficult, but Barnes broke through it with his hands as he swam along several yards finally reaching a raft, where he was pulled on board by Charles H. Andrews, manager of the company.

Aside from his icy bath for a few moments, Barnes was none the worse for his experience and was sent to his home for a dry change of clothing.

Found No Pollock in Three Weeks Trip

Capt. Clarence Turner of the fishing schooner Marion Turner wore a long face when he came into Portland Monday morning.

Well he might, for he had been away for three weeks after pollock and not one of the black-backed fish had he succeeded in netting. But though he was disappointed, he was not in the least discouraged. Capt. Turner has the record of not having returned to port with a broken trip and he intends to hold that. Just because he came in yesterday morning is no sign that the trip was over. He has been in other ports along the coast during the past three weeks. It has been terribly blowy all the time outside and that as much as anything else has been responsible for the failure to land any pollock.

Back in January it was reported that pollock were schooling off the coast. There was a rush of the seiners to get outside. When they got to the places where the pollock had been seen, there were none in sight and there have been few show themselves since. The spell of cold weather that set in is given as the reason and unless the water warms some, the pollock will hold off until about the usual time. Last year, many will remember, Capt. Turner proved the high-line pollock catcher of this port.

Portland Fishing Arrivals.

Fish were fairly piled into Portland harbor Monday. The local fleet had the most of them, though all the fares were small. Those reported were schs. Eva and Mildred, 6000; Albert W. Black, 8000; Edmund F. Black, 6000, and Carrie and Mildred, 2000, for the F. S. Willard Company; Grayling, 4000 halibut and 28,000 salt fish; Topsail Girl, 6000; Robert and Carr, 5000; Fanny Reed, 3000; Mary Sinnett, 3000; Lochinvar, 6000; Bernie and Bessie, 4000; Rough Rider, 2500; Lizzie May, 6000; A. P. Parkhurst, 4000.

March 1.

Good Price for Halibut.

The fare of halibut, 3500 pounds of the Georges handliner Hattie A. Heckman, which were landed at this port yesterday, were sold to the New England Fish Company at 12 cents per pound for white and 8 3-4 cents per pound for gray.

On Monday the Georges handliner Grayling of this port, sold about the same amount of halibut at Portland for 11 cents per pound for white and 8 1-2 cents per pound for grey. As we have before remarked, and probably will reiterate several times during the coming season, "Gloucester is not the worst place in the world to sell halibut."

March 1.

BOTH VESSELS NARROWLY ESCAPED GOING TO BOTTOM.

Capt. Laager of Sch. Grayling Tells His Story of Disaster.

Claims His Craft Was Run Into by Sch. Sylvia M. Nunan.

Capt. Axel Laager of sch. Grayling believes that but for the intervention of the 700 pound anchor on the bow of his craft, when the latter and sch. Sylvia M. Nunan came together off Thacher's island, both crafts, instead of only the latter, would now be on bottom, and that the loss of life would have been appalling.

The captain claims that instead of the Grayling striking the Nunan, it was the latter which struck his craft, and notwithstanding it was the Nunan which suffered, his story of the accident shows that apparently he has good grounds for his statement.

His statement that he was proceeding on the starboard tack and was by the wind, under foresail and two jibs, and therefore had the right of way, according to the rules of the road at sea, has not been controverted. In speaking of the disaster and the incidents leading up to it, Capt. Laager, who is a deep water sailor of experience and a fishing skipper for many years, makes a very plain and clear statement.

Captain Laager's Story of the Disaster.

He says the Grayling left Portland about 3 o'clock Monday afternoon with a fine breeze, varying from northwest by west to north-northwest. He took in his mainsail and had just got to the westward of the whistler off Thacher's island, when he sighted a craft ahead. He and most of his crew were on deck, he having called them some 20 minutes before, to stand by, as it was squally and he thought he might have to shorten sail.

When he made out the craft ahead, he could see no side lights, but later they suddenly appeared in view. The on-coming stranger was dead ahead. He at first thought it was a market boat jogging, but later saw that the vessel was free and on a course. He hung on a while hoping that her watch would notice his craft and alter his course, but she still kept coming right for the Grayling.

Noting this, he ordered one of his crew forward with the lighted torch, which was waved energetically, but this even brought no response from the other craft in the way of altering her course. Feeling that he had the right of way, Capt. Laager kept his craft on her course expecting every minute that the other craft would eventually alter hers, and soon they came so near that for him to have changed, would have meant that the Nunan would have struck him amidships, which meant that his craft and probably the other would have gone to bottom with their crews.

As for shifting his own craft's course, before they came into such close quarters, he says he did not do it thinking if he had, the other might sight his vessel and shift at the same time, and then there would have been surely a collision, in which the results would have been far more serious than they were.

Force of Collision Broke Shank of Big Anchor.

When the crafts came together Capt. Laager says it was the Nunan which struck the Grayling and the latter was struck from any great amount of damage and saved from being cut down as was the Nunan by the fact that the latter's bow came in solid, with a shock, right against the shank of the Grayling's 700 pound anchor, which

was on the bow. As evidence of the violence of the shock, it can be said that the solid iron shank of the anchor was broken by the force of the blow. This, Capt. Laager says, accounts for the Nunan getting the worst of the collision.

He firmly believes that nothing but the fact that the Nunan's bow struck where the anchor was saved both vessels going to bottom with perhaps all hands, or at least most of the crews of both crafts.

He also says that when the men of the Nunan rushed on deck, they did not wait, to see if the Grayling, for whose deck they rushed, was not also sinking as was their own craft and made no attempt to free their own dories and get them ready in case of need. On the Grayling was only one dory, as she is a handliner, and had she been sinking also, it would never have carried many in the stiff breeze there was going and in the mad scramble for it the loss of life would have been terrible.

Capt. Laager, in speaking of the course of the Nunan, previous to the collision, says that she was coming along with the wind quartering and her sheets lifted. When the collision occurred he thought at first that his own craft would go down as did the Nunan, so he ordered some of the crew to try the pumps, sent another for the axe to clear her away from anything which might be holding her to the other craft; this after he had all her crew on his deck and had others getting the only dory ready for use should it be needed. Fortunately the examination showed that the Grayling was all right.

Capt. Laager has pretty positive ideas as to how things were on the Nunan and says that his opinion is considerably strengthened by what he heard after the Nunan's men came on board and from answers which some of them made to some of his questions. He was considerably exercised because of the statement that the Grayling ran into the Nunan and strongly asserts that it was the Nunan which struck his craft.

March 1.

Brought in Lumpfish.

Another indication that spring is near at hand was brought in at T wharf Monday morning by the schooner Catherine D. Enos. It was two lumpfish, which show up on the fishing grounds, just about the time the deeper water begins to warm up. The fish were of good size and would probably weigh about six pounds each. They were sold for exhibition purposes.

Pacific Coast Fisheries.

The output of fish of all kinds on the Pacific coast for the year 1910 was valued at \$39,706,490, of which the state of Washington contributed \$10,171,929 and Alaska \$14,830,217, according to figures in the annual number of the Pacific Fisherman. The season's canned salmon pack aggregated 4,310,082 cases.

TWO BIG HADDOCK TRIPS AT FORT.

MADE BUSINESS LIVELY IN THAT SECTION YESTERDAY AFTER- NOON.

There was something doing in the fish line at the Fort yesterday afternoon. Two of the biggest haddock trips of the season engaged the attention of the dealers and incidentally three or four of the market boats also added fares. Besides this, the two big fellows had quite a bunch of halibut, almost 5000 pounds between them.

Things along the water front had been pretty quiet all the forenoon until just at noon, when the big gasoline auxiliary knockabout sch. Benjamin A. Smith, Capt. George Hodsdon, was seen coming up the harbor. She was soon made fast and her skipper hailed his maiden fare for the fine amount of 90,000 pounds of haddock and cod and 1000 pounds of halibut, one of the finest trips of the whole season in the haddock fleet. It was a fine start for Capt. Hodsdon, and the good prices the fare brought made it still more auspicious, the haddock selling for \$3.25, and large cod for \$5.50, Lufkin & Tarr buying the trip.

Not far behind the Smith, sch. Lizzie M. Stanley, Capt. Joshua W. Stanley, came shooting in, and she had big catch, also, 90,000 pounds of haddock and cod and over 3000 pounds of halibut, the fare selling to the Gloucester Fresh Fish Company. Besides these fares, the market boats Annie and Jennie, Elva L. Spurling and Edith Silveira landed their catches to Anthony Cooney, the latter also buying the halibut of sch. Lizzie M. Stanley.

Incidentally it might be observed that there has been a nice business done by these fresh fish firms at the Fort this winter. They have taken in a great deal more fish than most people have any idea of, and all the concerns have stood up in good shape and paid the finest kind of prices. Just as a pointer, it can be said that the receipts here for January show an increase of a million pounds over January of 1910, and if the fresh fish part of the business should increase here next winter in proportion as this winter has over last, it will be a business of no mean proportions, and the prediction, oft made, but seldom believed, that the fresh fish business has not gone from Gloucester will be in a fair way of being a true statement.

Several of the large vessels, among the leaders of the fleet, have been landing here all winter, and many of the market boats have found it to their advantage to land a goodly number of fares here, especially when the weather has been bad and prices high. By so doing, they have made money and saved much valuable time.

The fares of schs. Benjamin A. Smith and Lizzie M. Stanley are about the largest secured by any vessels of the whole haddock fleet this season, and their stocks will be among the best for a long time. Considering her fine lot of halibut, it would not be surprising if the stock of sch. Lizzie M. Stanley would be among the best of any of the sailing craft of the winter haddock fleet this season.

All these skippers, who have been bringing their trips here are to be commended and these firms who are striving to keep the business going here should be encouraged. They must be paying good prices or the vessels would not keep coming, and in increasing numbers.

This noon the sch. Elsie, Capt. Thomas Downey arrived here from Georges with a nice fare, 50,000 pounds of fresh fish, which will add still farther to the lively work at the Fort.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Sch. Annie and Jennie, shore, 4000 lbs. fresh fish.
- Sch. Elva L. Spurling, shore, 5000 lbs. fresh fish.
- Sch. Edith Silveira, shore, 5000 lbs. fresh fish.
- Sch. Lizzie M. Stanley, La Have Bank, 90,000 lbs. fresh fish, 3000 lbs. halibut.
- Sch. Elsie, Georges, 50,000 lbs. fresh fish.
- Sch. Rex, via Boston.
- Sch. Stiletto, via Boston.
- Sch. Joseph H. Cromwell, shore.
- Sch. Grace Otis, shore.
- Sch. Dixie, shore.
- Sch. Catherine D. Enos, shore.
- Sch. Walter P. Goulart, shore.
- Sch. Emily Cooney, shore.
- Sch. Harriet, shore.
- Sch. Clara G. Silva, shore.
- Sch. Belbina P. Domingoes, shore.

Vessels Sailed.

- Sch. Pauline, Georges.
- Sch. Mary E. Silveira, haddocking.
- Sch. Mary DeCosta, haddocking.
- Sch. Clara G. Silva, haddocking.
- Sch. Walter P. Goulart, haddocking.
- Sch. Belbina P. Domingoes, haddocking.
- Sch. Emily Sears, haddocking.
- Sch. Rita A. Viator, haddocking.
- Sch. Mary E. Cooney, haddocking.
- Sch. Annie and Jennie haddocking.
- Sch. Jeanette haddocking.
- Sch. Harriet haddocking.
- Sch. Elva L. Spurling, haddocking.
- Sch. Flora J. Sears, haddocking.
- Sch. Edith Silveira, haddocking.
- Sch. Yankee, haddocking.
- Sch. Evelyn L. Thompson, haddocking.
- Sch. Olive F. Hutchins, haddocking.
- Sch. Gladys and Nellie, haddocking.
- Sch. Ethel B. Penney, haddocking.
- Sch. Francis V. Sylvia, haddocking.
- Sch. Hockomock, haddocking.
- Sch. Rose Standish, haddocking.
- Sch. Valentinna, haddocking.
- Sch. Juno, halibuting.

March 1.

LIGHT STOCK FOR OPENING OF LENT.

T WHARF FISH DEALERS PAY GOOD PRICE FOR FISH THIS MORNING.

This bright, crisp day, the first of the Lenten season, does not see the usual big amount of fish at T wharf. It has generally been the case, year after year, that Ash Wednesday finds T dock full of vessels and with good fares, for the skippers all try to make market on or about that date to get the full benefit of the fine prices generally paid by the dealers, who are all looking for a big supply of fish to accommodate their increased trade.

It looks as though the weather had been against them this time for when the bell rung this morning there were but half a dozen crafts in the dock which had arrived since yesterday morning. During yesterday, however, two or three of the big off-shore vessels came in with fine trips.

Those which sold yesterday got \$3 for their new haddock, but those who held off for this morning struck the nail on the head for they were able to get \$2 for their old fish and \$3.50 for their new, while some sales were recorded at \$3.75. Large cod brought \$6. Though some of the off-shore crafts in have not very large fares, still the splendid prices will insure them good stocks.

Boston Arrivals.

The fares and prices in detail are:
Sch. Essex, frozen herring from Gloucester.

Sch. Robert and Arthur, 40,000 haddock, 5000 cod.

Sch. Thomas S. Gorton, 65,000 haddock, 3000 cod.

Sch. Marguerite, 5000 cod.

Sch. Marion, 700 cod.

Sch. Harmony, 70,000 haddock, 10,000 cod.

Sch. Onato, 68,000 haddock, 8000 cod.

Sch. Thomas J. Carroll, 9000 haddock, 2500 cod, 1500 pollock.

Sch. Vanessa 35,000 haddock, 10,000 cod.

Haddock, \$2 to \$3.75 per cwt.; large cod, \$6; market cod, \$4.

March 1.

Fisherman Had Finger Amputated.

Capt. Michael Green brought to T wharf an injured man on the trawler Ripple Monday. The injured man, Michael Northcot, was one of the crew of the steam trawler Foam, which sailed Friday, and arrived on Georges Saturday. When the men got ready to shoot the trawl for the first set, Northcot got his finger caught in the tackle, and it was cut off between the second and third joints. Capt. Herbert Green knew that his brother had the Ripple about 40 miles away, and steamed over to her. He transferred the injured fisherman to the Ripple and got another man in his place. Capt. Michael Green started at once for Boston, leaving Georges Saturday noon and Sunday about the same time had the man at the Relief hospital having his finger treated.